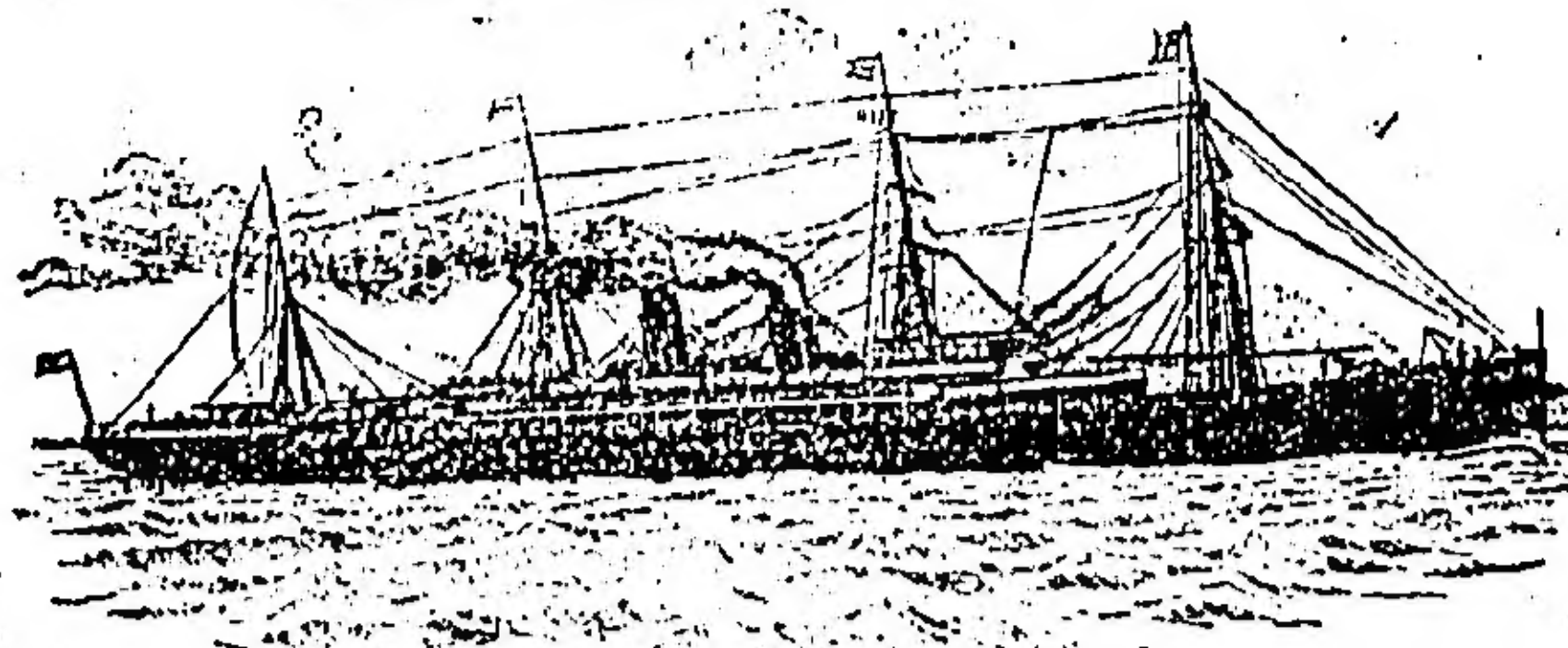


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

* TAKE CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.
"COPTIC" SATURDAY, 25th April, at Noon.
"AMERICA MARU" TUESDAY, 5th May, at Noon.
"KOREA" WEDNESDAY, 13th May, at Noon.
"GABRIEL" FRIDAY, 22nd May, at Noon.
"HONGKONG MARU" SATURDAY, 30th May, at Noon.
"CITY OF PEKING" SATURDAY, 6th June, at Noon.
"DJER" TUESDAY, 16th June, at Noon.
"NIPPON MARU" WEDNESDAY, 24th June, at Noon.
"SIBIRIA" THURSDAY, 7th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 20th April, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

| R.M.S. | "EMPRESS OF INDIA" | 6,000 Tons | WEDNESDAY, 22nd April. |
|--------------------|--------------------|-------------------------|------------------------|
| "TARTAR" | 4,425 | WEDNESDAY, 6th May. | |
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 13th May. | |
| "ATHENIAN" | 3,882 | WEDNESDAY, 27th May. | |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, 3rd June. | |
| "EMPRESS OF INDIA" | 6,000 | WEDNESDAY, 24th June. | |
| "EMPRESS OF JAPAN" | 6,000 | WEDNESDAY, 15th July. | |
| "TARTAR" | 4,425 | WEDNESDAY, 22nd July. | |
| "EMPRESS OF CHINA" | 6,000 | WEDNESDAY, 5th August. | |
| "ATHENIAN" | 3,882 | WEDNESDAY, 12th August. | |
| "EMPRESS OF INDIA" | 6,000 | WEDNESDAY, 26th August. | |

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 13th March, 1903

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------|-------------------------------------|------------------------------------|
| SAMBIA | HAVRE, BREMEN and HAMBURG. | 23rd April. Freight. |
| Schmidt | (Calling at SINGAPORE and PENANG). | |
| SERBIA | HAVRE and HAMBURG. | 5th May. Freight. |
| Rebbelund | (Calling at SINGAPORE and COLOMBO). | |
| SAXONIA | HAVRE and HAMBURG. | 19th May. Freight. |
| Brehmer | (Calling at SINGAPORE and PENANG). | |
| SEGOVIA | HAVRE and HAMBURG. | 2nd June. Freight. |
| Fock | (Calling at SINGAPORE and COLOMBO). | |
| STRASBURG | HAVRE and HAMBURG. | 16th June. Freight and Passengers. |
| Medea | (Calling at SINGAPORE and PENANG). | |
| SUEVIA | HAVRE and HAMBURG. | 30th June. Freight. |
| Medea | (Calling at SINGAPORE and COLOMBO). | |
| NUBIA | NEW YORK VIA PORTS. | 30th May. Freight. |
| von Hoff | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,138 " G. F. Morrison, R.N.R.
"FATSHAN," 2,260 " A. W. Dixon.
"HANKOW," 3,073 " C. V. Lloyd.
"KINSHAN," 2,800 " J. J. Lossius.
Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & A. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.
"SINAM," 583 " B. Branch.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903.

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Vaux Road, Central.
Hongkong, 11th April, 1903. [454c]

HONGKONG ICE COMPANY,
LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.
WM. PARLANE,
Manager.

Hongkong, 11th April 1903. [455c]

WANTED.

AN EXPERT TYPEWRITER.

Apply to
"C,"
C/o The Hongkong Telegraph.
Hongkong, 15th April, 1903. [450c]

WANTED.

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.
Wanted a MANAGER for above Institution.
Apply to
HON. SECRETARY.

Hongkong, 20th March, 1903. [358c]

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to
BRO. FRANCIS,
Director,
St. Joseph's College.

No. 2, Robinson Road,
Hongkong, 12th January, 1903.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR,
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

AT
REASONABLE PRICES.

Hongkong, 14th May, 1903. [451c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1903. [451c]

Intimations.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICES, No. 14, Des
Vaux Road, Victoria, on WEDNESDAY,
the 29th April, 1903, at NOON, for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1902.

The TRANSFER BOOKS of the Company
will be CLOSED on MONDAY, the 26th
April, to WEDNESDAY, the 29th April, both
days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th April, 1903. [478c]

THE PUNJON MINING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that at a
Meeting of the Board of Directors of
the Company, held at the Company's Office,
No. 13, Leaconsfield Arcade, Victoria, Hong-
kong, on Wednesday the 8th day of April,
1903, the following Resolution was passed:—
That the final CALL OF FIFTY CENTS
per SHARE upon all the Holders of
Ordinary Shares in the above Company in
respect of all the Shares held by them in
the above Company be and the same is
hereby made. Such Call to be paid to the
Company at their Bankers, the Hongkong
and Shanghai Banking Corporation, at
their Premises, Queen's Road Central,
Victoria, Hongkong, on or before the 9th
day of May, 1903.

And NOTICE IS ALSO GIVEN that in
accordance with Article 24 of the Company's
Articles of Association, Interest will be charged
as from the said 9th day of May, 1903, at the
rate of 10 per centum per annum, upon all
Calls remaining unpaid after the said 9th day
of May, 1903, up to the actual dates of payment
of the same.

Shareholders are particularly requested to
note that upon presentation at the Office of
the Company of the Banker's Receipt for pay-
ment of the Call, together with the Certificate
of the Shares, in respect of which the Call has
been paid, an endorsement to that effect will
be made upon the Certificate.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 9th April, 1903. [452c]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY PER
CENT upon Contributions for the year
1902 has been declared.

WARRANTS will be issued on the 1st May.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 16th April, 1903. [486c]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from
the Military Authorities that GUN
PRACTICE will be carried out from Stone-
cutters' Island and Belcher's on the 21st and
22nd of April, 1903, at targets in a Westerly
and South-Westerly direction from Stonecut-
ters', and in a North-Westerly and Westerly
direction from Belcher's.

Practice will commence at about 9.30 A.M.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th April, 1903. [485c]

GESUCHT.

WIRD ein Deutscher als Verwalter (für
den deutschen Klub „Eintracht“)
Gehaltsbedingungen nach Uebereinkunft.
Adresse:
VORSTAND, KLUB „EINTRACHT“,
Hongkong.
Hongkong, 15th April, 1903. [471c]

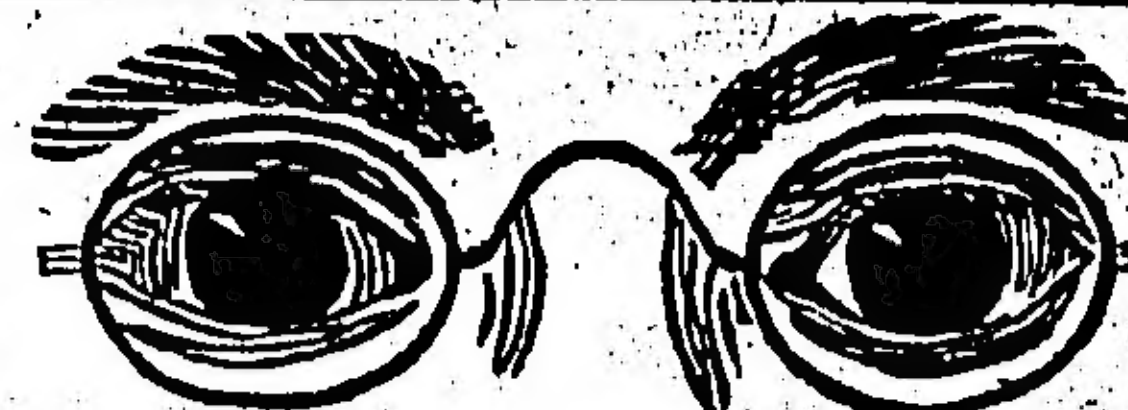
WAI YUNG
PHOTOGRAPHER,
No. 1, D'AGUILAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND.

TERMS MODERATE.
Hongkong, 19th December, 1902. [1393d]

Intima'tions.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded lasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite
Hongkong Hotel. [6c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WEISBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES;

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 24 & 26, Queen's Road Central, 110

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.50 per Cask ex
Factory.

In Bags of 250 lbs. Net \$3.40 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st April, 1903. 9

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [595d]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS and WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES

THE C.P.R. PURCHASE.

Upon the recent announcement of the purchase by the C. P. R. of the Elder-Dempster line of Atlantic packets, the *Liverpool Journal of Commerce* published an exhaustive account of the history that has marked the development of the colossal Beaver line under the able management of Sir Alfred Jones. It will be extremely interesting for many to learn that only in 1898, when the Elder-Dempsters took over the vessels, then known as the Beaver line, there were only three steamers with a combined tonnage of not much over 12,000 tons.

The whole system has grown out of the sailing fleet owned by the Canada Sailing Company of Montreal. After conducting the business for some years with five ships, it was decided to branch out into steam. In or about 1875 the first steamer (*Lake Champlain*) was put on the service, followed immediately by the *Lake Nepigon* and the *Lake Megantic*. These vessels were about 2,500 tons register, then considered large ships. Others followed, and a regular service was maintained for years, until the company went into liquidation in 1894. The ships became known as the "Lake" boats, from the name; also as the "Beaver" line because of the house flag, whose characteristic is the animal of that name. In 1895 Messrs. D. and C. MacIver were appointed managers of the fleet, under the title of the "Beaver Line." The fleet consisted of the *Lake Superior*, *Lake Ontario*, *Lake Winnipeg*, and *Lake Huron*. The *Winnipeg* was sold, and in order to secure the mail contract Messrs. MacIver purchased the *Canadier* *Gallia* and put her in the service, at the same time augmenting the fleet with the Australian liner *Tongarra*. These two latter ships, together with the *Ranphee*, were owned or chartered by the managers (Messrs. D. and C. MacIver) under the name of the Beaver Line Associated Steamers, Limited, and ran with the others. In December, 1898, the Canada Shipping Company, at Montreal, sold the concern, "lock, stock, and barrel," to Messrs. Elder Dempster and Co., which firm was then very extensively engaged in the Canadian trade. The fleet, as indicated, consisted then of but three steamers—not, of course, including Beaver Line Associated steamers to engage in the trade. The Canadian mail contract was again secured, and retained for some time.

Although Messrs. Elder, Dempster developed the trade in a very remarkable manner, beating all records as to cargo carrying for several years, it was not considered expedient to launch forth into costly fast passenger steamers for the trade owing to the uncertainty that has for years prevailed in the Ottawa Government. This factor has acted detrimentally to the development of the direct Canadian fast passenger service, for a very high speed service has been talked of for years and those in the trade have been hanging back in order to be ready to enter the lists for a properly subsidized line, and in order not to have expensive ships made obsolete by the demands for a 20-knot service, which might at any time have been sprung upon them. But if the first-class passenger service were neglected in a measure by Messrs. Elder, Dempster and Co., the same cannot be said of the third-class, for the bookings of the line in that direction have been exceptionally heavy during the seasons. In the matter of cargo, however, the greatest possible facilities have been offered by the firm, and it will be remembered that Sir Alfred Jones pointed out some two or three years since that he had made it possible for shippers to have their merchandise carried in his ships at the rate of a seventh of a penny per ton per mile—a matter of which any man might well be proud. The immense increase in the Canadian trade since Messrs. Elder, Dempster devoted their energies to it has been most remarkable, and the firm has reaped the benefit of its enterprise and of the natural expansion of British North America. Other shipping lines also have played a prominent part in the building up of Canada, and the name of the great Dominion cannot be considered without them—notably the Allan Line.

Sir Alfred Jones has, however, worked desperately hard in behalf of Canada, and the country owes him a deep debt of gratitude. What it means in one direction alone is indicated by the fact that when his firm bought the Canada Shipping Company (Beaver Line) there were only obsolete steamers of something like 12,000 tons, whereas he disposes of the line after a matter of four years, having a fleet of 14 large steamers aggregating a hundred thousand tons. This great and successful enterprise is then what the C. P. R. is purchasing, and it is a truly magnificent endowment, and one the company has every reason to be well satisfied with and to be right in its attitude. There is an established business—a fleet of modern steamships, with everything in working order. No occasion exists for the establishment of a new service, with its problematical results, the cutting of rates, losses through ignorance, heavy initial expenses, and other charges which prevent expansion in many directions. The railway company is to be congratulated upon its acquisition, and it is to be hoped for the purchasers' sake, that the management will remain in the hands of the firm that built up the business, at least for some time to come. It is stated that eventually separate offices will be taken for the line under its altered conditions, but as yet no definite announcement can be made. It is improbable that Messrs. Elder, Dempster will be engaged independently in the Canadian trade. When relieved of all responsibility of the present branch of the business, which includes sailings from Liverpool, London and Avonmouth, it is a matter for conjecture as to what direction Sir Alfred Jones will then throw his surplus energies. As for the C. P. R., it has secured a business of immense proportions and of colossal potentialities, for which the backing of a great railway's resources, and the advantages such a line possesses in influencing business, together with the rapid advancement of the country, the future promises to be whatever the company might desire to make it.

ASK FOR ASAHI JAPANESE BEER—
G. G. Grant

ARMY ESTIMATES FOR HONGKONG.

The following are the details of the Army Estimates for 1903-4 for Hongkong and Weihaiwei so far as they appear on the face of the Estimates (the figures within parentheses are the votes for last year):—

Establishment—Artillery, Garrison: Three companies, 736 of all ranks. Engineers: One company, 13 officers, 195 men. Infantry: One battalion, 1,012 of all ranks. Army Service Corps: 5 officers, 6 men. Royal Army Medical Corps: 11 officers, 44 men. Colonial and Native Indian Corps: 44 companies of Infantry, four of Local Artillery, one of Local Engineers; 5,689 of all ranks. Army Ordnance Department, 71 Army Ordnance Corps. 62; Army Pay Corps, 8. Total of all ranks 7,768.

General Staff—Hongkong: Major-General, £3 a day; deputy assistant adjutant-general, £1 15s; deputy assistant quartermaster-general, £1 15s; aide-de-camp 15s; total pay, £2,141. Temporary and acting staff, £15; servant allowance, £120; table money, £246; garrison and staff sergeant, £108; civilian and pensioner clerk, £18. Total of General Staff, £2,648—Weihaiwei: Staff Captain, 15s a day, £274 Temporary and acting staff, £10; servant allowance, £13. Total of General Staff, £297.

Appropriation in Aid.—£75,400 (£78,000). Approximate Annual Cost of Clothing per Man—Hongkong and Singapore Battalion Royal Artillery: Sergeant, £4 19s. 10d.; rank and file, £3 18s. 4d.; recruits, £7 10s. 10d. China Expeditionary Force.—Pay, £90,000 (£90,000). Medical Services £5,000 (no amount given for last year). Transport and remounts, £70,000 (no amount given for last year). Supplies, £60,000 (£60,000). Clothing, £10,000 (no amount given for last year). Supply and repair of warlike and other stores, £20,000 (no amount given for last year).

Chinese Regiment—European: Fifteen officers, £5,646; sergeant-major, quartermaster-sergeant, and orderly-room sergeant, and colour-sergeants, seven, £1,152. Chinese: Sergeants nine, £102; buglers, eight, £72; corporals, privates, interpreters, 505, £4,141. And for lance ranks, &c., and for a clerk, £84. Total, £5,554. Deduct for stoppages, day forfeited, &c., £300; leaving £5,254. Total, £11,000.

Hongkong and Singapore Royal Artillery.—Four companies at Hongkong, consisting of eight officers and 455 men; and two companies at Singapore, consisting of four officers and 241 men. The pay of the officers is £552, with £65 for additional pay; and that of the men, £5,185, with £3,208 for additional pay, making £9,710. Deductions, £410; leaving £9,300. Royal Engineers.—A company of 50 at Singapore, one of 70 at Hongkong, and one of 50 at Ceylon, £1,648. Deductions, £48; leaving £1,600.

Army Service Corps.—Pay, &c., of the Subordinate Establishment: Subordinates continuously employed, £1,000; temporary labour and working pay of military working parties, £145; native labourers, £1,050; transport establishment by land, £555; ditto by water, £915. Total, £3,560.

Chaplain's Department.—Hongkong and Weihaiwei: Chaplain, £411; servant allowance, £21; chapel clerks, orderlies, &c., £50 officiating clergy and allowance for contingencies, £330; payment for buildings for divine service, £42. Total, £834.

Army Pay Department.—Hongkong: Chief Paymaster, £640; Staff Paymaster, £457; Paymaster, £183; servant allowance, £431; civilian and pensioner subordinate £20; postage and contingencies, £28. Total, £1,371. Weihaiwei: Extra duty pay to officers acting as paymasters, £91; postage and contingencies, £10. Total, £101.

Medical Establishment.—Hongkong and Weihaiwei: Colonel, £730; nine lieutenant-colonels and officers of lower ranks, £3,370; quartermaster, £200; servant and mess allowance, £230. Total pay of Medical Officers, £4,530. Postage and contingencies, £19; nursing service, £280; allowance for board, washing, and clothing, £510; nurses in women's hospital, £164; regimental hospital orderlies and miscellaneous labour, £650; corps pay and extra duty pay, £450.

Army Ordnance Department.—Hongkong: Clerks, writers, and other subordinates continuously employed, 160, £4,554; temporary labour, £2,101. Total, £6,655 (£7,540). Works, Buildings, and Repairs.—Commandant's house at Peking: Total estimate for work, £3,500; amount to be voted, £3,300. Transport, Provisions, &c.—Hongkong and China: Land and inland water transport, £3,000; provisions and separation allowance, £51,100; forage, pailasse, stable and straw allowance, £3,600; fuel and light, £7,200; field allowance, £200; rents, £2,300; water, £1,100; lodging allowances, £6,000; Colonial allowances, £3,100; advertisements, £30; barracks services, £1,000. Total, £75,630. Appropriations in aid, £400.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd October, 1902. [11164]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by

PUBLIC AUCTION,

on WEDNESDAY, the 22nd April, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

THE STOCK-IN-TRADE OF CHEUNG WOO'S FIRM,

43, Queen's Road Central,

Comprising:—
TWEEDS, FLANNELS, GENTLEMEN'S SHIRTS, FELT & STRAW HATS, LINEN, SOCKS, FLANNELLETTES, HANDKERCHIEFS, MONEY PURSES, PER-FUMERY, BUTTONS, GENTLEMEN'S BOOTS AND SHOES, SCISSORS, NECKTIES, COLLARS, WALKING STICKS, SINGLES, RAIN COATS, BRACES, SOAPS, &c., &c.

Also GLASS SHOWCASES, COUNTER, MIRRORS and TABLES will be sold on the Premises, No. 43, Queen's Road Central, at 2.30 P.M.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 15th April, 1903. [4740]

PUBLIC AUCTION.

THE Undersigned has received instructions from C. EVENS, Esq., to Sell by

PUBLIC AUCTION,

THURSDAY, the 23rd April, 1903, at "COOMBE" Magazine Gap, commencing at 2.30 P.M.,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).
TERMS:—As customary.
On View from WEDNESDAY, 22nd April, GEO. P. LAMMERT, Auctioneer.

Hongkong, 16th April, 1903. [4790]

PUBLIC AUCTION.

THE Undersigned has received instructions from A. COWLING, Esq., to Sell by

PUBLIC AUCTION,

on MONDAY, the 27th April, 1903, at No. 14, DES VOEUX ROAD, (above the Offices of Messrs. Shewan, Tomes & Co.), commencing at 2.30 P.M.,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE;

Also ONE COTTAGE PIANO, by Broadwood & Sons;

One SINGER SEWING MACHINE (almost new);

One GENTLEMAN'S BICYCLE; AND

A Few Pieces of TONKINESE INLAID WARE.

TERMS:—As customary.
Further Particulars from Catalogue.
On View from SATURDAY, the 25th April, GEO. P. LAMMERT, Auctioneer.

Hongkong, 16th April, 1903. [4800]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

WEDNESDAY, the 29th April, 1903, at 3 P.M.,

on board, H.M. UNPROTECTED GUNBOATS "ESK" and "FIREBRAND,"

"ESK" "FIREBRAND,"

Extreme length, 115 feet. 134 feet.

Breadth, 34 " 23 ft. 6 in.

Displacement, 303 tons. 455 tons.

Hull, Iron. Composite Copper-sheathed.

Engines, Hawthorn's Thomson's. Each with two Cylindrical Tubular Boilers and three wooden masts.

As they now lie in the Harbour of Hongkong. The Admiralty do not guarantee these ships as fit for further Sea Service.

The Anchors, Mooring Gear, Boats and Boats' Gear will not be sold.

A list of fittings to be sold with the ships may be seen at the Offices of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Vessels will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers.

Terms:—Cash before delivery, 25% of the purchase money to be paid on fall of the hammer, balance and the clearance to be effected within seven days after date of sale.

A Launch will leave Blake Pier at 2 P.M. and 2.45 P.M. on day of sale to convey intending purchasers.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 16th April, 1903. [4830]

Masonic.

VICTORIA LODGE,
No. 1026, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 22nd instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 17th April, 1903. [4890]

MIDZUSHIMA & CO.,

COAL MERCHANTS,

NO. 4, QUEEN'S ROAD CENTRAL,
(FACING DUDELL STREET).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: UCHI-HONMACHI, MOJI.

MINAMI-AIKAWA, OKAWA.

KAIYAI, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address: "MIDZUSHIMA," Kobe, Moji, Osaka, Wakamatsu and Hongkong.

Code used:—A, 1, & A, B, C, 4th Ed.

IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France.

Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c.

SOLE PROPRIETORS OF Kikumoto and Tanoura Coal Mines.

SOLE AGENTS for Kaniyama, Komatsugawa, Tenoura, Minami, Itojima, and Kuganagata Collieries.

K. UYEMURA, Manager.
Hongkong, 1st March, 1903. [3990]

Notices of Firms.

NOTICE.

WE have resigned the AGENCY of the ATLAS ASSURANCE COMPANY, LD., from this date.

Claims will be settled and Policies endorsed by us until further Notice.
BUTTERFIELD & SWIRE,
Hongkong, 1st April, 1903. [4970]

NOTICE.

WE have been appointed AGENTS for the ORIENT INSURANCE COMPANY for Hongkong and the South of China from this date.

BUTTERFIELD & SWIRE,
Hongkong, 1st April, 1903. [4980]

NOTICE.

MR. FEIZULLABHOY ESSABHOY EBRAHIM will leave this Colony shortly, and the Business will be carried on by Mr. ESSOOFALLY SOOLEMANJEE who is authorized to sign our Firm in Hongkong from this date.

ABDOOLALLY EBRAHIM & CO.,
Hongkong, 17th April, 1903. [4970]

NOTICE.

THE Partnership formerly existing between Messrs. DORABEE NOWROJEE, I. P. MADAR, and WILLIAM FARMER in connection with the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong, and the VICTORIA HOTEL, Shanghai, Canton, has been dissolved by mutual consent as from the 31st day of December, 1902.

MR. WILLIAM FARMER as from such date entirely takes over and becomes responsible for the business of the VICTORIA HOTEL, Shanghai, Canton, Messrs. DORABEE NOWROJEE and I. P. MADAR as from such date entirely take over and become responsible for the businesses of the NEW VICTORIA and KING EDWARD HOTELS, Hongkong.

Dated this 14th day of April, 1903.
DORABEE NOWROJEE,
I. P. MADAR,
WM. FARMER.

Intimations.

THE

ROBINSON PIANO

Co., LTD.

JUST UNPACKED

DIRECT FROM THE MAKERS.

A NEW SHIPMENT OF THE CELEBRATED

APOLLO PIANO PLAYERS

IN THE

LATEST STYLE.

Hongkong, 15th April, 1903. [4150]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 18
ICE-HOUSE ROAD

IS now in a position, in his New and Com-modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
"HONGKONG," 2nd September, 1902. [4150]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------------|--|----------------------------------|
| HIROSHIMA MARU | (BOMBAY, VIA SINGAPORE and COLOMBO) | TUESDAY, 21st April, at 4 P.M. |
| J. Nagao | U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 21st April, at Noon. |
| KAGA MARU | U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | WEDNESDAY, 22nd April, at Noon. |
| Geo. Anderson | NAGASAKI, KOBE and YOKOHAMA | FRIDAY, 24th April, at Daylight. |
| KASUGA MARU | SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 24th April, at 4 P.M. |
| H. Fraser | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 2nd May, at Daylight. |
| SADO MARU | VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 5th May, at 4 P.M. |
| S. J. G. Parsons | KOBE and YOKOHAMA | FRIDAY, 8th May, at Daylight. |
| YAWATA MARU | Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-trip Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanjo Railway. | |
| A. E. Moses | For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road. | |

A. S. MIHARA,
Manager.

Hongkong, 17th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, 1903 the Company's Steamship "TONKIN," Captain Schmitt, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Ville de Clotat*, which vessel takes on her Passengers and Mails leaving that Port on or about the 2nd May, 1903, Direct to Spec, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on WEDNESDAY, the 22nd April, Specie and Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 8th April, 1903. [10010]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship "CHINGWO,"

Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN,
Superintendent.
Hongkong, 7th April, 1903. [4360]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Hyades* 3,753 Geo. Wright May 5

Shawmut* 9,600 W. M. Smith May 21

Victoria 3,503 J. Panton May 23

Plutades* 3,753 F. G. Partridge May 31

* Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 18th April, 1903. [8740]

Insurance.

Intimations.



A. S. WATSON & CO.,

LIMITED.

AERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED
WATERS.THE WATER used is THE PUREST
that can be obtained, and is skillfully FIL-
TERED ON THE MOST SCIENTIFIC
PRINCIPLES.THE MACHINERY employed is of the
latest design and most approved type.THE BEST INGREDIENTS only are
used.GUARANTEEING ABSOLUTE
PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical
knowledge and constant supervision enable
us to produce waters of unrivalled excellence
and purity.A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINT-
MENT TO H.E. THE GOVERNOR AND
HOUSEHOLD.TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [7283]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 212.
Hongkong, 20th March, 1903. [3596]THE Beer to drink in the tropics is the Beer
made in the tropics—SANTIGUEL.

BIRTH.
On the 13th April, at No. 3, Makalao Ter-
race, Shanghai, the wife of C. J. L. STEWART,
of a son.

DEATHS.
At 11, Ward Road, Shanghai, on the 15th of
April, 1903, EDWIN WALTER TATLOCK, infant
son of Thomas and Clara Tatlock, aged 9
months.

At 17, Quinsan Road, Shanghai, on the 15th
of April, 1903, at 2 to 4 a.m., F. F. CARLON, aged
56 years and six months. D. reply regretted.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 20, 1903.

THE STOWAWAY QUESTION.

We have frequently alluded to the unsatis-
factory state of legislation connected with
the perpetration of frauds on owners and
charterers of ships by stowaways, and their
aiders and abettors, and in July last, dealt at
some length with the many strange points
which had been brought to the notice of the
public when the magistrate inquired into the
Kaifong case. In that instance, it may be
remembered, no less than 134 stowaways
were found concealed on the vessel on her ar-
rival at the Philippine port of Cebu. An
officer of the ship discovered the stowaways,
and reported the affair to the American
authorities, thus escaping a heavy fine for a
breach of the laws against the immigration
of Chinese into the Islands. The owners,
however, were called upon to enter into a
bond for \$70,000 to bring the stowaways
back to this port. We pointed out that the
Chamber of Commerce took the matter up
in the interest of the shipping firms and
wrote to the Government regarding the in-
adequate penalties of the present Ordinance,
and suggesting that it be amended empow-
ering the Magistrates to inflict a penalty
of one or two years' imprisonment with
hard labour in addition to the fine. The
Government, however, replied that their
opinion was that the law as it at present
stands was sufficient to meet ordinary cases,
and that the *Kaifong* case was exceptional
and apparently due to the lack of vigilance
displayed by the executive officers of the
steamer; but that under certain circum-
stances named it might be a matter for fur-
ther consideration whether any alteration of
the law was necessary. It is now most sat-
isfactory to find that the Government have
thought it necessary to draft an Ordinance
"to provide for the more effectual prevention
of frauds on owners and charterers of ships
by stowaways, their aiders and abettors." At
this afternoon's meeting of the Legisla-
tive Council, the Attorney General, the
Honourable Sir H. S. Berkeley, introduced
and read the Bill for the first time. "This
Ordinance," which, according to the ob-
jects and reasons, "is very drastic in its
provisions, is introduced, as a last resort,
in the hope that it will at once check and
finally put an end to the at present con-
stantly recurring cases of frauds on owners
and charterers of ships by stowaways, prin-
cipally between Hongkong and Manila. The
matter has been made the subject of com-
munications to Government from several
quarters, among others from the Chamber
of Commerce. Various measures have been
taken to stop stowing away, but all hitherto
done has been insufficient to counteract the
exceptional temptations to introduce
Chinese into the Philippines." The
Attorney General proceeds to cite the case of
the *Kaifong*, and continues—

Under the law at present in force in Hong-
kong a fine of \$500 or, in default of payment
of the fine, six months' imprisonment with or
without hard labour may be inflicted on each
stowaway and his aider and abettor; but such
a penalty has proved wholly inadequate in face
of the large profits which are believed to
attend the successful smuggling of Chinese
into the Philippines, and in face of the fact
that the stowing away is, it is believed, con-
nived at and the profits shared in by members
of the Chinese crew, stevedores, and brokers,
and possibly sometimes by Europeans em-
ployed in or about the ship.

The fine imposed hitherto has always been
paid at once, and it seems reasonably certain
that there are persons connected with the
business, as aiders and abettors, who are able
and willing to pay occasional fines out of the
profits accruing.

When legislation in the direction now pro-
posed was suggested last year by the Chamber
of Commerce the Government were unwilling
to take the drastic measure suggested, and
properly refused to do so until satisfied that
the ship-owners had done all that they could
to protect themselves, by requiring the officers
of their ships to observe all reasonable pre-
cautions against stowing away.

It has now, however, become evident that
nothing short of the fear of imprisonment will
deter those hitherto engaged in this business
of "running" Chinese into the Philippines.
The Government have accordingly recon-
sidered the matter, and this Bill is introduced
as a consequence of such reconsideration.
If the Ordinance becomes law in its present
form stowaways and their aiders and abettors
will be liable to a penalty not exceeding
\$1,000 and a term of imprisonment, with or
without hard labour for a period not ex-
ceeding nine calendar months. This
should go a long way towards relieving those
responsible for the conduct of affairs on
board ship from much of the annoyance and
additional labour entailed by always being
on the *qui vive* for undesirable passengers.

FAMINE IN KWANGSI.

At the Legislative Council meeting this
afternoon, Sir Henry Blake said he had
received a letter from the Bishop pointing
out that assistance was urgently needed on
account of a famine prevailing in Kwangsi.
On making further inquiry, he had ascertained
that there appeared to be a difference of
opinion regarding the situation, but the Con-
sul at Wuchow confirmed the Bishop's letter,
and he had recently learned that the people
were in a deplorable state and were selling
their wives and children. Such being the case
he determined to put the matter before the
people of Hongkong for relief subscriptions,
and asked the members of Council to be pre-
sent at 7:30 p.m. on Thursday next when
the Rev. Hess would attend, and in-

formation regarding the state of affairs
would be laid before the meeting. He was
sure the people of Hongkong, as hitherto,
would be ready to assist in charitable work.
This morning we received a visit from the
Rev. L. L. Hess, who is Chairman of the
Executive Committee of the Christian and
Missionary Alliance at Wuchow, and he
furnished us with many harrowing details of
the starving condition of the natives of
Kwei Ping, some 150 miles from Wuchow.
Those who have had an opportunity of trav-
elling in the district and of visiting the
homes, if homes they can be called, and
of seeing the famished-stricken peasants
realise how great and how pressing is the
need for help. Mr. Hess told us of some of
the heart-rending scenes which have come
under his own observation in Kwei-Ping.
One old woman, he says, over 80 years of
age, was found sitting on the city wall with
a bowl of rice by her side, and had evidently
died while in the act of eating. Men have
fallen and died waiting for their turn
to receive tickets entitling them to receive
food, which the Rev. and Mrs. J. E. Peo and
the Rev. H. Zehr are distributing. Babies,
were skeletons, are left on the roadsides by
their mothers who have nothing wherewith
to feed them, while children are being sold
into slavery in order to obtain rice. Many
of the innocent creatures thus disposed
of are led into a life of sin and shame; it
is supposed that between 2,500 and 3,000 have
been sold out of the province—at least this
is the number conceded by officials. Such
details could be multiplied by those who
are continually on the spot, but enough
has been given to show the terrible priva-
tion and suffering that is being experienced
to-day comparatively close to the port
of Wuchow. As we have pointed out in
previous issues, crops have continually failed
in that district on account of drought, and
as a result the inhabitants have torn up
stumps of trees and cut grass to prepare and
mix up with their rice. The Rev. and Mrs.
Peo and the Rev. Zehr are engaged distri-
buting food to hundreds of natives who are
dependent upon them for it, and some
\$2,000 have already been expended to al-
leviate the suffering; but a cry of want
is heard on every side. The Rev. Hess
has come to Hongkong for the purpose of
obtaining additional help and has called
upon the Governor in relation to the matter.
To-morrow a conference will be held at which
the most suitable means of raising funds
will be discussed. Hunger, with its terrors,
calls for prompt action and an appeal to the
foreign and native communities of Hong-
kong should meet with a liberal response.

LOCAL AND GENERAL.

SEVERAL interesting items are withheld till
to-morrow's issue.

THE Army estimates for Hongkong are printed
on page 3.

THE German Mail of the 18th March was de-
livered in London on the 18th inst.

Have your picture taken at LeMunyon's Studio
and you are sure to be pleased.—*Advt.*

MAJOR-General Sir William Kelly, K.C.M.G., has
been appointed to succeed the late Sir Hector
Macdonald, as General Officer Commanding
the Troops in Ceylon.

DURING the visit of the Japanese Emperor to
Kobe, foreigners were requested to strictly
observe the Japanese national custom of not
looking down on the Imperial cortege from an
elevated position.

Bring your pictures to LeMunyon's to be
framed. He has the very latest patterns in
picture moulding, and is sure to please you.—*Advt.*

ACCORDING to the report of the Japanese Con-
sul at Amoy, about seventy labourers have been
engaged in Fukien Province for a plantation in
Mexico. The batch of emigrants will be sent
to Hongkong first via Keelung, Formosa.

At a meeting of the Board of directors of
Messrs. Hall & Holt, Ltd., it was decided to
recommend that a final dividend of 2 per
cent. be paid to shareholders, making 20 per
cent. for the year ending the 28th February.

Never pass LeMunyon's New Store without
stepping in. He always has something to
please you.—*Advt.*

THE P.M. Company's steamer *China* will, we
understand, be laid up at San Francisco, on her
next trip, for repairs. This is the first time she
has been overhauled for thirteen years. The
City of Peking will take her place for one trip.

ACTING Chief Inspector Baker charged three
natives this morning with attempting to set fire
to No. 205 Queen's Road West, and fraudulently
the Meiji Insurance Company of \$2,000. The
prisoners pleaded not guilty, and the case was
adjourned for a week, but not being allowed.

Keep up with the times and have your Develop-
ing and Printing done at LeMunyon's. His
work is of the very best and thoroughly
guaranteed.—*Advt.*

STRICTURAL defects having, it is reported,
been found in the first of the five revenue
cruisers built in Japan for the Philippines as
soon as she arrived in Manila, the U.S. Govern-
ment has insisted on the reconstruction of the
other four in the yard of the Uraga Dock Co.

THE European and Chinese members of the
Daily Press office have presented Mr. A.
Cunningham with a silver centre piece and
ornaments, which were handed to him this morn-
ing by Mr. Hales, who succeeds Mr. Cun-
ningham in the management of the paper.
Mr. Cunningham leaves for England by the
next Japanese steamer.

I wish to announce to the people of Hongkong
that I am now prepared to take portraits in the
very latest styles and patterns. Prices reason-
able. Yours very truly, C. E. LeMunyon.
No. 31 Des Voeux Road, P. O. Box 368. Tele-
phone 393.—*Advt.*

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was
held this afternoon in the Council Chamber.
There were present: His Excellency
the Governor (Sir H. A. Blake, K.C.M.G.),
His Excellency Major-General Sir W. J.
Gascoigne, K.C.M.G., (Officer Commanding
the Troops), Hon. F. H. May, C.M.G.
(Colonial Secretary), Hon. Sir H. Spencer
Berkeley, K.B. (Attorney General), Hon. Dr.
J. M. Atkinson (Principal Civil Medical Officer),
Hon. Commander R. M. Ramsey, R.N.
(Harbour Master), Hon. A. M. Thomson, (Col-
onial Treasurer), Hon. W. Chatham, (Director
of Public Works), Hon. Sir C. P. Chater, Kt.,
C.M.G., Hon. C. W. Dickinson, Hon. R. S. Shewan,
Hon. G. H. Lewis, Hon. Dr. Ho Kai, Hon.
Wei A Yuk and Mr. R. F. Johnson, (Acting
Clerk of Councils).

Dr. J. M. Atkinson took his seat for the first
time in place of Mr. F. J. Hadeley, and Mr.
Gershon Lewart was initiated as a member of
Council in place of the Hon. C. S. Sharp. The
usual oaths were administered.

FINANCIAL MINUTES.

On the proposition of the Hon. May, seconded
by the Hon. Thomson, the Financial Minutes
were referred to the Finance Committee.

FAPERS.

Officers' reports for 1902 were laid on the
table as follows:

Medical Officer of Health, the Sanitary Surveyor,
and the Colonial Veterinary Surgeon, Captain
superintendent of Police, Superintendent of
Victoria Gaol, Director of the Observatory, and
the Inspector of Schools. The Supreme Court
Returns, statement of Water Account, Financial
returns, and returns of the Subordinate Court
for the same period were laid on the table
together with the report of the Examiners of
Queen's College.

BYE-LAWS.

The Hon. Dr. Atkinson introduced the bye-
laws for the management of the Public
Health and Buildings Ordinance No. 1 of 1903
NEW TERRITORY LAND SETTLEMENT.

The Hon. Shewan asked the following ques-
tions of which he had given notice:

1. Will the Colonial Secretary inform the
Council when the Land Settlement in the New
Territory was commenced, and when it is now
expected to be completed?

2. Will the Colonial Secretary give an
explanation of the delay in settling his matter,
almost four years having elapsed since the date
of the concession?

3. What is being done towards carrying out
the scheme for augmenting the water supply
by pumping from Tyam Tuk?

As the permanent works must occupy
some time to construct, are any steps being
taken of a temporary nature to afford an
increased supply, and if so, when?

The Hon. May replied to the first question—
The Land Settlement of the New Terri-
tory commenced with the establishment of
the Land Court on 1st June, 1902. The
settlement will be completed when (a) all
Crown lands have been delimited and marked
off from land in private ownership, (b) all
genuine disputes as to the ownership of
land—whether existing before the Convention,
or originating with it—have been decided,
(c) a uniform system of land tenure has
been devised and put into working order,
(d) a rent roll based upon the maps is available
for revenue collection.

In the second answer he replied—The
rent roll will be ready this year and the Titles
Ordinance has been passed by the Council.
The survey and demarcation of the mainland is
completed. But the whole of the work of land
settlement will probably not be completed be-
fore 1906. The chief difficulties have been (a)
the enormous number of very small holdings
of which there must be over a quarter of a
million in the territory. This has necessitated
an elaborate scheme of demarcation, that is,
of marking out holdings which is only just com-
pleted. (b) The want of any system in dealing
with land under Chinese rule. There was no
survey and the so-called Registry of the
District Magistrate is a registry of deeds and
not a land registry. (c) There were numerous
lawsuits pending in the Chinese courts,
which having languished for years through lack
of funds, shot up into activity with the enormous
increase of the value of land consequent upon
the Convention. Expropriation being out of
he question a patient sifting of the evidence
has been the only procedure open to the Land
Court.

THE WATER SUPPLY.

In reply to the third and fourth questions,
the Hon. Chatham said—Trial works are in
progress at the head of Tyam Bay for the
purpose of ascertaining the nature and level of
the solid bottom with a view to constructing
a storage reservoir there. The site tentatively
selected for the dam is at low water mark,
about 700 yards S.E. of Tyam Bay.

Three brick wells are being sunk
which show the nature of the strata over-
lying the rock, and will permit of the rock itself
being examined. The wells are supplemented
by numerous borings, from which a chart of
the rock bottom can be prepared. The furthest
advanced well extends from twelve feet above
to 30 feet below low water, and it is believed to
be within six feet of the rock. It is only settling
about an inch per day at the present time,
although it weighs, together with a load on top
of it, 115 tons, and is kept undermined by con-
stant pumping and excavating. The external
load is already somewhat in the way of the
work, but steps are being taken to increase it,
as the best means of overcoming the retar-
ding friction due to the lateral pressure of
the surrounding earth. So far, indications are
not unfavourable to the ultimate adoption of
this site for the dam. A dam 600 feet in length,
on this site, with an overflow at a height of
60 feet above low water, would impound about
1,200,000,000 gallons, or about two and a half
times the aggregate capacity of all the present
storage reservoirs. It would intercept the rain-
fall from a direct catchment area of about 300
acres. This includes 700 acres the rainfall
of which is intercepted by the Tyam
Reservoir as long as it is not overflowing.

The available catchment area would be
very much increased by the inclusion and
extension of the present catchwater system.
The lower part of the Tyam Valley has been
minutely surveyed, and a chart has been
prepared, which is laid on the table, from which
the capacity of any proposed reservoir situated
anywhere between low water level and the
200 feet contour can be calculated. I mean
of this chart the line of a proposed road, to
connect the new reservoir with the Tyam
Reservoir, has been marked out, and a trace
is now being cut with a view to preparing work-
ing drawings from the construction of the road.
The rising mains from the pumps at Tyam
Tuk to the Tyam Tunnel will be laid along
this road. A contract has been entered into
for the supply of duplicate pumping engines,
each capable of delivering 1,500,000 gallons
daily from the new reservoir into the Tyam
Tunnel. The construction of a new reservoir,
in the by-wash channel of Tyam Reservoir, was
commenced 15 months ago, and is now well
advanced. It will be partly available this
season, when completed it will hold about
30,000,000 gallons, and it may be filled more
than once a year. A small reservoir has been
commenced in the bed of a perennial stream,

about half way between Tyam Tuk and the
Tyam Reservoir; a temporary pump will be
erected at this point, capable of delivering
500,000 gallons per day into the Tyam Tunnel.
Should the Tyam Reservoir cease to overflow
the 1st of September this year, the pump may
be depended upon to deliver about 100,000,000
gallons during the ensuing dry season. The
permanent pumping engines at Tyam Tuk
will afterwards be connected with this reservoir,
and will pump from it until the 1st of September
has been partly erected. A temporary main is
now being laid from the reservoir to the Tyam
Tunnel.

STOWAWAYS ORDINANCE.
The Bill entitled An Ordinance to provide
for the more effectual prevention of frauds on
owners and charterers of ships by stowaways,
their aiders and abettors, was read a first time.

FINANCE COMMITTEE.
A meeting of the Finance Committee was
then held, the Hon. May presiding. The fol-
lowing recommendations from H.E. the Gov-
ernor were then considered.

HARBOUR MASTER'S DEPARTMENT.
To vote a sum of \$4,500, in aid of the Harbour
Master's Department Vote—Steam-launches,
Other Charges—to provide for a new boiler for
the Government launch *Victoria*.

THE LAND COURT.
To vote a sum of \$1,500 in aid of the vote of
\$300 "Personal Emoluments for member,
Land Court, New Territory."

BONUS FOR RATS.
To vote a sum of \$8,000 in aid of the vote
of \$2,000 "Bonus for Rats," Other Charges,
(Plague) Sanitary Department.

POST OFFICE.
To vote a sum of \$300 in aid of the vote for
Personal Emoluments, Post Office, made up
as follows:—

| | |
|--|-----------|
| Salary of Deputy Superintendent, Money Order Office, increased from \$1,680 to \$1,800 per annum as from the 1st January, 1903 | \$ 120.00 |
| Salary of Post Office Agent, Hongkong, Subsidiary (Agency in China), increased from \$540 to \$700 per annum as from the 1st January, 1903 | \$ 160.00 |
| Total | \$ 280.00 |

STAMP OFFICE.
To vote a sum of \$41 in aid of the vote for
Personal Emoluments, Stamp Office, Sub-
Department to Treasury, made up as fol-
lows:—

| | |
|--|----------|
| Salary of additional Shroff at \$480 per annum from 1st April to 31st December, 1903 | \$360.00 |
| Salary of additional Pressman at \$108 per annum from 1st April to 31st December, 1903 | \$81.00 |
| Total | \$441.00 |

RIPON TERRACE NULLAH.
To vote a sum of \$2,400 (Public Works
Extraordinary) to meet the cost of training the
Nullah above Ripon Terrace.

EDUCATION.
To vote a sum of \$7,538.16 in aid of the vote
for Education, Personal Emoluments, made up
as follows:—

| | |
|---|------------|
| Hall salary of Master and Supervisor, Saiyungun School, from 25th Decem- ber, 1902, to 31st January, 1903, and full salary from 1st February to 31st December, 1903, at \$470 per annum | \$3,342.16 |
| Salary of Master and Supervisor, Yau-mai School, at \$17 per annum, from 1st March to 31st December, 1903 | 2,880.00 |
| Difference of salary for Master and Supervisor, Wanchai School, between \$1,800 in Estimates and \$180 per annum | 504.00 |
| Difference of salary for Master, Yau-mai School, between \$438 in Estimates and rate of \$720 per annum for 10 months | 192.00 |
| Salary of Assistant Master, Yau-mai School, for 10 months at \$420 | 350.00 |
| Salary of Teacher, Yau-mai School, for 10 months at \$240 per annum | 200.00 |
| Wages of Cook, Yau-mai School, for 10 months at \$84 per annum | 720.00 |
| Total | \$7,538.16 |

PILLAR BOXES.
To vote a sum of \$540 in aid of the vote for
Personal Emoluments, Post Office.

Salaries of men to clear pillar boxes
at \$120 per annum from 1st April to
31st December
 \$540.00 |

GAOL DEPARTMENT.
To vote a sum of \$135 in aid of the vote under
Personal Emoluments, Gaol Department—

House Allowance in lieu of Married
Quarters to Warden Singh at \$180 per an-
num from 1st April to 31st December,
1903
 \$135.00 |

POLO CLUB GYMKHANA.

Ideal racing weather graced the first meeting
of the Polo Club Gymkhana, on the Race
Course at Happy Valley on Saturday afternoon
and among those present were Major-General
Sir William Gascoigne, K.C.M.G., and Lady
Gascoigne. The first saddling bell was rung
punctually at 2 p.m. The following are the
brief results.

POLO PONY RACE: for bona-fide polo ponies.
to be passed as such by the Polo Committee;
up the straight; catch weights over 11st. 7lbs;
riders to line up at the starting post with their
ponies turned away from the winning post and
on the fall of the flag to turn round and gallop
in. Entrance fee \$1.

| | |
|---|---|
| Mr. Johnstone's Vanity, 11st. 7lbs. (Mr. Johnstone) | 1 |
| Gedde's Punch, 11st. 7lbs. (Mr. Gedde) | 2 |
| Kitchener's Norah, 11st. 7lbs. (Mr. Kitchener) | 3 |
| Capt. Thornhill's Banca, 11st. 7lbs. (Capt. Thornhill) | 4 |
| Light's Go Lightly, 11st. 7lbs. (Capt. Light) | 5 |
| Mr. Cruickshank's Belle Helene, 11st. 7lbs. (Mr. Cruickshank) | 6 |

ONE MILE RACE.—For China Ponies.
Weight for inches as per Hongkong Jockey
Club Standard. Non winners at the February
1903 race meeting allowed 5lbs. Winners at
that meeting 5lbs. extra. Entrance fee \$3.

| | |
|--|---|
| Mr. Mackie's Misfit, 10st. 7lb. (Mr. Clark) | 1 |
| E. Deacon's Manhattan, 10st. 7lb. (Mr. Morris) | 2 |
| Armstrong's Jigoku, 11st. 3lbs. (Mr. Armstrong) | 3 |
| Capt. Whitehead's Lively, 10st. 7lb. (Mr. Kitchener) | 4 |
| Mr. Pontifex's Commover, 10st. 7lb. (Mr. Pontifex) | 5 |
| F. B. Deacon's Nipper, 10st. 7lb. (Mr. F. B. Deacon) | 6 |
| Ingis's Velvet, 11st. 4lbs. (Mr. Ingis) | 7 |
| Armstrong's Starling, 11st. 3lb. (Mr. Armstrong) | 8 |
| Mrs. Dickson's Digby Grand, 11st. 3lb. (Mr. Johnstone) | 9 |
| * 21lbs. over. 18lbs. over. 15lbs. over. | |

SIX FURLONGS FLAT RACE: Open Waters:
Handicap; Entrance fee \$5.
Mr. Morgan Phillips's *Legacy*, 11st. 6lbs. (Mr. Johnstone) 1
Mr. Gedde's Punch, 10st. 6lbs. (Mr. Gedde) 2
Mr. Moxon's School Girl, 10st. 12lb. 7 (Mr. Cruickshank) 3
* 7lbs. over 4lbs. over.

LADIES' NOMINATION.—Rosette race.
Each nominator has an envelope handed to
her containing a coloured ribbon. Competi-
tors are to start dismounted, and on the fall of
the flag are to mount, gallop to a line of barrels
one or more of which will contain envelopes,
discount, take out one, remount, gallop on
round a post leaving it on the left hand and
back to the winning post. The nominator hold-
ing a ribbon of the same colour as that con-
tained in the envelope held by the first com-
petitor to pass the post to take the prize.
Post entries.

| | |
|--|---|
| Mr. Cruickshank | 1 |
| Mr. Johnstone | 2 |
| Capt. Keller | 3 |
| Mr. Cruickshank, on Belle Helene was a very popular win. | |

STANDARD & CO.
MUTUAL STORES,
HOTELS AND CLUBS.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|-------------|---------------|
| GLASGOW AND LIVERPOOL | "PATROCLUS" | On 23rd April |
| GLASGOW AND LIVERPOOL | "CALCHAS" | On 30th April |
| GLASGOW AND LIVERPOOL | "HYSON" | On 9th May |
| GLASGOW AND LIVERPOOL | "AJAX" | On 18th May |
| GLASGOW AND LIVERPOOL | "ANTENOR" | On 25th May |
| GLASGOW AND LIVERPOOL | "PELEUS" | On 1st June |

S.S. "PATROCLUS" left Singapore 18th instant and is expected here 23rd instant.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-------------------------------|-------------|---------------|
| *LIVERPOOL via MARSEILLES | "PINGSUEY" | On 21st April |
| MARSEILLES, LONDON & ABERDEEN | "DEUCALION" | On 28th April |
| MARSEILLES, LONDON & ABERDEEN | "JASON" | On 12th May |
| MARSEILLES via GENOA | "AGAMEMNON" | On 17th May |
| LONDON | "TANTALUS" | On 21st May |
| LONDON | "PATROCLUS" | On 26th May |
| LONDON | "CALCHAS" | On 9th June |
| *LIVERPOOL via GENOA | "HYSON" | On 12th June |

S.S. "PINGSUEY" for Marseilles and Liverpool has arrived and leaves for Singapore at daylight, to-morrow.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|----------|-------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA. | "AJAX" | On 20th May |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1903.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-------------|--------------|
| SHANGHAI | "KALAN" | 21st instant |
| PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "TAIYUAN" | 21st " |
| MANILA | "SUNGKIANG" | 22nd " |
| SHANGHAI | "PAOTING" | 22nd " |
| SHANGHAI | "SINGAN" | 23rd " |
| CEBU and LOILO | "KAIFONG" | 25th " |
| KOBE | "TAIHAN" | 30th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|--------------|-----------------|----------------------------------|
| RUBI | 2540 | R. W. Almond | MANILA (DIRECT) | Saturday, 25th April, at 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | Saturday, 2nd May, at 10 A.M. |
| PERLA | 1980 | J. McGinty | — | — |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th April, 1903

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

| Steamship | Tons | Captain | To Sail |
|--------------|-------|---------------------|-----------------|
| "INDRAVELLI" | 4,899 | W. E. Craven | April 24, 1903. |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | May 14, " |
| "INDRASAMHA" | 5,197 | R. P. Craven | June 14, " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|---------------|-----------------|--------------|------------------------|
| FOR FOCHOOW* | "ANPING MARU" | J. Goto | WEDNESDAY, 22nd April. |
| FOR TAMSUI* | "DAIJIN MARU" | T. Ogata | SUNDAY, 26th April. |
| FOR ANPING* | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 29th April. |
| FOR TAMSUI* | "DAIGI MARU" | T. W. Groves | SUNDAY, 3rd May. |

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pootoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 20th April, 1903.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [35c]

WING ON STEAMSHIP COMPANY.

THE Steamship

"CHU KONG,"
Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY, including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY, including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

| | |
|-----------|--------|
| 1st Class | \$2.00 |
| 2nd | 1.00 |
| 3rd | .50 |

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 10th March, 1903. [87c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
Capt. Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, 54 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903. [32c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain J. J. Olliff, will be despatched for the above Ports, on SATURDAY, the 25th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 18th April, 1903. [493c]

HONGKONG-MACAO LINE.

THE Steamship

"CALEDONIAN,"
Captain Marcellini, will be despatched for the above Ports on or about SUNDAY, the 19th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th April, 1903. [100c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"
3,600 Tons, Captain A. E. Moses, will be despatched for the above Port on FRIDAY, the 24th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 15th April, 1903. [477c]

TOYO KISEN KAISHA.

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

ROSETTA MARU

N. Tate

3,876

Wednesday, 22nd instant, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

Wednesday, 29th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 18th April, 1903. [177c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAI TAN,"
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 21st instant, at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LARRAIC & Co.,
General Managers.

Hongkong, 18th April, 1903. [496c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE,"
Captain Berberovich, will be despatched as above on SATURDAY, the 2nd May, P.M.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 18th April, 1903. [328c]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDI" " " 5th May.

"SAGAMI" " " 23rd May.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th April, 1903. [159c]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NANSANG,"
Captain Geo. Payne, will be despatched as above TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th April, 1903. [458c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"MELPOMENE,"
Captain Tessey, will leave for the above places TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 20th April, 1903. [475c]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONIAN,"
Captain Marcellini, will be despatched for the above Ports on or about SUNDAY, the 19th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th April, 1903. [100c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"
3,600 Tons, Captain A. E. Moses, will be despatched for the above Port on FRIDAY, the 24th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 15th April, 1903. [477c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 16th April, 1903. [315c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES OF CARGO per Steamship

"COPTIC,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters, or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 22nd instant will be subject to rent.

All Claims must be sent in to me on or before the 22nd instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 16th April, 1903. [177c]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PEMBROKESHIRE" will be despatched on or about FRIDAY, the 15th May.

The American Asiatic S.S. Co.'s "NORMAN ISLES," will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th April, 1903. [482c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched for the above Ports, on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th April, 1903. [468c]

SANG MOW.

DEALER IN

Battan Furniture, Bamboo

Blinds and Matting of

All Colours.

Price Lists On Application.

Orders Executed Promptly.

Hongkong, 18th May, 1903. [149c]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"CHINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 15th April, 1903. [451c]

"WARRACK" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 15th instant.

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are furnished in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this information on the forms already supplied gratis with the latest available information every day.

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF
MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.
NEWEST SHAPES AT A SPECIAL PRICE OF
\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT.

April 14th.

R. G. HECKFORD,
MANAGER.